(iii) Procurement of 140 T cranes in mid eighties was made through the process of global tendering in which M/s Kirow (earlier M/s Takraf) also participated but their offer was not found technically suitable. With a view to avoid multiplicity of designs which poses the problem of inventory control, indigenisation of spares, maintenance/ operation etc., it was decided that Konkan Railway should not introduce an additional model of crane (Kirow's design). Maintenance of a stand alone crane without indigenous support of maintenance spares is not only difficult and expensive but also fraught with the problem of large downtime and huge inventory of emergency spares.

Service of Sub-Standard Food in Trains

1791. SHRI DAWA LAMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that sub-standard food is being served in Mahananda Express, North-East Express, Brahmaputra Mail;

(b) whether it is also a fact that neither any rate chart nor any receipt is given to passengers;

(c) whether the quantity of food is always shorter than the prescribed scales; and

(d) the action proposed by Government to render better service to passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) No, Sir.

(d) Railways have taken a number of steps to improve catering services in running trains. These include standard meals served in hygienically packed casseroles, use of branded products and use of eco-friendly material for serving beverages, curd etc. Display of rate list, issue of cash memos and serving of meals as per prescribed scales is mandatory. Besides regular checks, special drives are launched from time to time and deterrent action taken against the defaulting licences/staff.